

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Preparations for the Occupation of Gross Doelln Airfield	DATE DISTR.	31 May 1955
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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

1. General

On 23 March, a convoy of 40 x 3-axled Studebaker type trucks arrived on Gross Doelln airfield, from which a detachment of Soviet air force personnel totalling between 400 - 500 were unloaded. All EM moved into the six recently reconditioned wooden barracks adjoining the main quartering area, while an unknown number of officers have been allocated accommodation in Block No. 2 on the same site. 25X1

2. Equipment

a. Of the total of 40 trucks which transported the air force unit to the airfield, 32 were of the normal general purpose troop/transport type, while the remaining eight appeared to be fitted out as special purpose vehicles, i.e., workshops, generator and box-bodied types. None of the trucks appeared to be fitted out with any special signal equipment. All vehicles were parked in a group adjacent to the main quartering area. Two of the Studebaker trucks were fully loaded with miscellaneous barrack equipment.

b. In addition to the above-mentioned convoy of vehicles, there was a further column of 12 large 3-axled fuel tanker trucks, each towing a large tank trailer. The truck and trailer have a combined capacity of 7800 liters. A Russian driver is reported as having told a German workman employed on the site that each unit, comprising truck and trailer, is sufficient to refuel a jet bomber.

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3. Initial Filling of No. 1 Fuel Installation

a. On 21 March, a single tank car was detached from a small, mixed freight train which had brought building supplies to the airfield. The tank car was

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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shunted on to the special spur leading into the fuel installation and remained opposite the three fuel discharge points. During the course of the day there appeared to be unusual activity within the entire fuel compound and it was rumored that the various pumps and associated systems were being tested prior to the depot being filled for the first time. Later in the day the tank car was removed from the siding, its upper hatch being open.

- b. Early on 23 March, a train consisting of both 2-axled and 4-axled tank cars was shunted on to the airfield siding and a total of about one million liters of fuel was discharged at No. 1 Fuel Installation. Approximately eight cars at a time were shunted on to a special spur which adjoins the 3 discharge points. Six of the original 12 fuel trucks, together with their trailers, departed from the airfield shortly after their initial arrival, but returned about six hours later proceeding directly to No. 1 Fuel Installation.
- c. Since 21 March, the entire area surrounding No. 1 Fuel Installation has been closely guarded by both Soviet air force sentries and numerous German black-uniformed police. Everyone, including air force personnel, approaching the vicinity of this depot has been turned back.

4. Telephone Communications

On 22 March, a party of German civilian engineers arrived on the airfield and commenced erecting a telephone system starting at the main quartering site and running southwards over the airfield perimeter in the direction of Gross Doelln. The system consists of 4 pairs of copper wires laid along a single crossbeam which surmounts a rough pine telephone pole. One of the telephone engineers stated in general conversation to a party of workmen in the airfield canteen that the telephone system was being erected to connect the airfield with Finow.

5. Aircraft Activity

Once during the afternoon of 24 March and twice during daylight on 25 March an unidentified jet aircraft overflew the airfield at a height of about 1000 meters. The aircraft made a wide circuit, then flew out of sight having made no attempts to land.

The aircraft was described as having distinct, backward-sloping wings and also having a very heavy, deep roar as if it were multi-engined. No further details could be obtained owing to the height at which the aircraft was flying.

It is strongly rumored on the airfield site that the Soviet air force authorities are to complete the entire take-over of the airfield on 28 March 1955.

6. Security

The former Gross Doelln/Vietmannsdorf main road which cuts from north to south across the airfield has now been completely sealed off. At a point mid-way between the village of Vietmannsdorf and the main East/West runway, a substantial barbed-wire road block has been erected. A new barbed-wire fence is being put up on both sides of the woodlands, forming the northern perimeter of the airfield.

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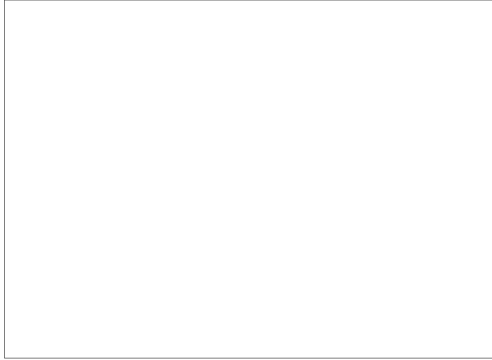
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7. Road Construction

Work has already commenced on re-laying and widening the southern portion of the former main road from its intersection with the southern taxitrack approximately as far south as Gross Doelln. From the preparations that are being made, it appears that this road is to be concreted to a width of about 8 - 10 meters.



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